SURVEY THE WHOLE WORLD

LARGE VESSEL PLANNED FOR THE CARNEGIE INSTITUTION.

Is Practically Non-Magnetic, and Scientists Will Study the Capers of the Compass—Henry J. Gielow Is Building Cruising Yacht in South Brooklyn

The Carnegie Institution of Washington has contracted to build a magnetic survey vessel to be named Carnegie which is to be used by the scientists in the institution in making systematic surveys to determine the magnetic conditions all over deep water seas. This vessel is being built by the Tebo Construction Company in South Brooklyn and has been designed by Henry J. Gielow, who has paid considerable attention to the requirements of the scientists and has turned out a vessel the like of which has never been built before. The Carnegie will when completed look like a fine cruising yacht, and that is practically what she will be, but fitted to cruise under all conditions of sea or weather in any waters of the world.

About four years ago the Carnegie Institution of Washington undertook to make series of systematic surveys. A department of research in terrestrial magnetism was organized and the work placed in charge of Dr. L. A. Bauer, who was formerly in charge of the magnetic survey of the United States under the Coast and Geodetic Survey. The first step in the ocean work was to make a survey of the Pacific Ocean, where until then little had been done except shore observations on some of the islands along the coast since the notable voyages of the Challenger and the Gazelle, more than thirty years ago.

Observations were made from the converted wooden yacht Galilee which between August 1, 1905, and May 31, 1908, made three successive voyages in the Pacific tracing the great circle route, zigzagging in and out of the islands and covering with a network of tracks all the places left uncovered by the Challenger. The Galilee cruised more than 60,000 miles. The most northerly point visited by the Galilee was Sitka, Alaska, and the most southerly Lyttleton, New Zealand.

This was only the beginning of the work. The institute has already made observations in many parts of the world and now has two expeditions in Africa, has just sent another to China, has one in Persia and Asia Minor and has covered a part of South and Central America and British North America and Greenland. It is estimated that a magnetic survey of the world can be completed in about ten years more.

Historians say that when Columbus made his memorable Western voyage his sailors mutinied because among other things the needle of the compass no longer pointed to the North Star, which showed that this phenomenon was observed but not understood. Since then all mariners have had to put up with what appeared to them the senseless capers of the compass, for while in one part of the ocean the needle practically pointed due north in other localities the variations, as the mariner terms the angle of departure of the compass from true north, was several degrees. Off the coast of Oregon and Washington there is a variation as high as twenty to twenty-five degrees. This variation does not exist only on the oceans, but is also found on land.

At present in the United States the line of no variation along which the needle points "true to the pole" or due north begins in the eastern part of Lake Superior and Michigan and runs through Ohio about half way between Cincinnati and Columbus and after passing through the eastern parts of Kentucky and Tennessee it cuts through South Carolina and enters the Atlantic Ocean near Beaufort. On the east side of this line the variation of the needle is west and on the west side the variation is east, and as a rule the further a place is from this line in our country the greater is the variation. In the northwestern part of Maine the compass points 21 degrees west of north and at Vancouver it points 25 degrees east of north.

The position of the line of no variation, as given, is that assigned to it on the magnetic charts issued by the United States Coast and Geodetic Survey. This line has for many years been moving southwestward. How long this motion will continue scientists do not know. The true north pole and the magnetic north pole are not identical. The true north pole is stationary, except for the very small motion recently discovered by astronomers, the magnetic pole appears subject to considerable motion with the lapse of time, the actual path being as yet unknown, because of lack of data covering a sufficient period of time.

Humboldt recognized the importance of terrestrial magnetism and suggested that four times in every century an expedition of three ships should be sent out to examine as nearly as possible the state of the magnetism of the earth. This plan has never been adopted and the surveys that have been made have been more or less incomplete. Some notable surveys have been made, but as the work done has covered hardly more than one-tenth of the navigable waters of the earth. It is to complete this work that the Carnegie has been ordered.

In the construction of the Carnegie many difficulties have been encountered. It has to be practically non-magnetic. The contract was signed on December 9, and this will be the first vessel in the construction of which iron and steel and other magnetic metals will have no part. With the exception of thin cast iron liners in the cylinders of the bronze internal combustion engine and the steel cams necessary for operating the valves, aggregating less than 600 pounds, there will be no magnetic materials used in the construction of the vessel.

As the Carnegie is intended for ocean surveys it was decided to build her of the very best materials and make her construction thoroughly substantial, combining the finish and workmanship of a yacht with the sturdy strength of a merchant vessel. The principal dimensions of the vessel are as follows: Length over all, 155 feet 6 inches; length on load water line, 128 feet 4 inches; beam, moulded, 33 feet; depth of hold, 12 feet 9 inches, with a mean draught of 12 feet 7 inches, and a displacement of 568 tons with all stores and equipment on board.

Her lines are fair and easy, running in an unbroken sweep from stem to stern. There are no hollows anywhere, in fact the model shows power and seagoing qualities throughout. Handsome gilded scrollwork will be worked on each bow and quarter and connected with a gold stripe all around the vessel. The hull will be constructed as thoroughly and substantially as any merchant vessel afloat, the scantling being the same dimensions as required by the American Bureau of Shipping for merchant vessels of equal tonnage. The keel, stem, sternpost, frames and deadwood will be of white oak; the deck beams, planking and ceiling will be of yellow pine, and the deck of Oregon pine in long lengths, comb grained. The fastenings will consist of locust treenails, copper and Tobin bronze bolts and composition spikes; all through bolts to be riveted over rings both inside and outside. All metal deck fittings, metal work on spars and rigging will be of bronze, copper and gunmetal.

The vessel will have full sail power, with a brigantine rig carrying just under 12,000 square feet of plain sail; her spar plan measuring 122 feet from foremast truck to the water surface and 201 feet from the forward end of bowsprit to the after end of the main boom. The distance from the forward end of the bowsprit to the forward end of load water line is 48 feet; from the forward end of the load water line to foremast 35 feet, and from foremast to mainmast 48 feet. The rigging will be of Russia hemp, especially made for this vessel.

For the purpose of manœuvring the vessel when in port or crowded roadsteads, or during a calm at sea, there is provided an auxiliary power plant, consisting of a six cylinder internal combustion engine, capable of developing 125 indicated horse-power at 350 revolutions per minute, which, driving a feathering propeller of special design, will give the vessel a speed of six knots in calm weather. With the exception of the thin cast iron cylinder liners and the steel valve cams, the engine will be constructed of manganese and other bronzes. The shaft will be of Tobin bronze and the propeller and its feathering gear will be of manganese bronze. The engine will be operated by gas generated in a producer gas plant having a capacity to gasify 180 pounds of anthracite pea coal per hour, producing a fixed, well cleaned gas, containing 80 per cent. of the heat units possessed by the coal. The vessel will carry twenty-five tons of coal in her bunkers, which will give her a cruising radius of 2,000 miles at a speed of six knots.

The living quarters are all below, ventilation and light being obtained by means of a cabin trunk on the main deck, 42 feet 3 inches in length, 16 feet 6 inches in width and 3 feet in height; heavily constructed of teak wood, finished bright. Skylights, companionways, hoods and other wooden deck fittings will all be constructed of teak wood. All hatches will be fitted with locking devices to secure safety in a sea way. In addition to this the vessel will be subdivided into seven watertight compartments by means of six transverse bulkheads, so that with even two compartments stove in the vessel will still remain afloat.

Immediately aft of the collision bulkhead will be the forecastle, 19 feet 8 inches in length and extending the full width of the vessel, fitted with wardrobes, berths, lockers and ample storage room for eight men. In addition to this there will be a toilet room with bathtub, washbasin, &c., with open non-magnetic plumbing complete. Immediately aft of the forecastle will be the crew's galley, 8 feet in length by 16 feet athwartships, with range, dresser, sink, shelves, dish racks, bins and storeroom complete. Abreast of the galley on port side will be a double stateroom with two berths for the use of the cook and mess man. Aft of the galley and occupying a space of 14 feet 6 inches will be the officers' mess room, captain's stateroom, mate's stateroom, machinist's room and a toilet and bathroom, with bathtub, washbasin, &c., and all plumbing complete. Each stateroom will be fitted with a berth having drawers underneath, wardrobe, bureau with mirror, and the captain's stateroom in addition to this will be fitted with a desk.

Next abaft the officers' quarters are the accommodations for the scientific staff, occupying the full width of the vessel for a length of 38 feet 6 inches, consisting of a wardroom 25 feet in length by 11 feet 6 inches in width, three staterooms and the commander's office on the port side and two staterooms and a library on the starboard side. On the starboard side there will be a mahogany stairway leading to the observation room on deck. In the forward end of the wardroom will be a chronometer cabinet and instrument case. Each stateroom will be fitted with a berth with drawers underneath, a large wardrobe, a bureau with mirror, a desk and a folding washbasin, in addition to an upholstered seat with locker underneath. Abaft of the wardroom will be the steerage, with a companionway and stairs leading to deck. On the starboard side will be a galley with all fixtures complete and on the port side a toilet room with bathtub, washbasin and all plumbing complete. The floor and walls will be tiled. The desks, bureaus, fronts of berths and seats will be of mahogany, finished bright, the doors will be panelled, and, like the bulkheads, will be constructed of white pine finished in white enamel paint.

Aft of the galley on the starboard side will be an ice making and refrigerating plant of the ethyl chloride type constructed throughout of bronze, brass, copper and composition, the whole of sufficient size and capacity to insure a liberal ice supply and ample refrigeration.

Fresh water will be carried in wooden tanks fitted under the cabin and forecastle floor having a capacity of not less than 6,000 gallons, all properly connected and fitted with piping to all parts of the vessel. The balance of the space under the cabin floor will be arranged in bins and compartments for the storage of various supplies as may be required. On deck on top of the cabin trunk will be the observation room and observatories consisting of a central observation room 14 feet 6 inches in length and 16 feet in width, having on each end a circular observatory 7 feet 6 inches in diameter, each fitted with a revolving dome constructed of bronze framework and plate glass.

Plans and specifications for this vessel were prepared by Henry J. Gielow of New York, and he will also superintend the construction of the vessel, assisted by W. J. Peters, who will be the scientific officer in command of the vessel. The contract provides for the completion of the vessel on or before July 1, 1909, and after a satisfactory trial trip she will go into commission at once, starting for the Hudson Bay, where magnetic observations will be made until late in the season, when the Carnegie will return to more southerly waters.

FINE HORSES ON SHOW.

Brooklyn Riding and Driving Club Holds Successful Exhibition.

A successful little house show was held in Brooklyn last night by the members of the Riding and Driving Club. New Yorkers who took the trip across the bridge, and a number of those present were from Manhattan, were bound to admit that New York has not a monopoly of fine horses nor fair horsewomen.

The clases were all extremely well filled making the task of judging the horses no easy one and keeping some of the entries in the ring for more than an hour. It was announced that Louis E. Waring would act as sole judge in all the classes, but Alfred B. Maclay appeared to act in that capacity in the harness classes, leaving the saddle horses and hunters to be placed by Mr. Waring.

The show opened with the class for single harness horses under 15.1 hands. The beautiful little Sporting Duchess, who twice won a leg on the Aldie challenge cup at the National Horse Show, had no difficulty in carrying off the blue ribbon in this class. William George Foster is her present owner. She was formerly owned by Harry Holloway and won the reserve at the recent National Horse Show, when the Aldie cup was finally won by the wonderful Flashlight.

The ladies' hunters class, ladies to ride, proved the most interesting exhibition of the evening. Allan Pinkerton's roan gelding Taxi took all of the jumps without a mistake and it did not take the judges long to place him first in the competition for the ribbons. He was piloted over the fences by Miss Tillie Maxwell Whiting, a very clever horsewoman, who rode several entries beside her own. Miss Whiting's bay gelding Orphan took the red ribbon in this class after giving an admirable performance over the jumps. Allan Pinkerton's gray gelding Highball, with Miss Ethel Moore up, took the yellow ribbon, and the white ribbon was given to Miss Emily Bedford for her clever little bay mare Trousseau.

After winning the first prize in the saddle class at the recent international horse show at Chicago Miss Bedford's chestnut gelding Bob was forced to be content with a third last night. Both Perhaps, owned by Mrs. J. T. Gordon and Fincastle, a handsome bay gelding, owned by Charles F. Cartledge, were placed before him. Bob was very ably handled by Philip Whiting, but evidently failed to impress the judges.

In Class 8 for novice harness horses Mrs. William George Foster sat behind as handsome a horse as was shown during the evening. He was a showy high stepping bay gelding called Prince George, and looked almost good enough to win in his class at the National Horse Show. Before making the final awards Mr. Maclay got up behind both Prince George and Frivol, a good looking bay mare driven by Miss Beatrice Barnes. The big gelding, however, was hard to beat and the mare finally bore away the red rosette, leaving the first choice to her more showy opponent.

The summary:

Class 4—Single harness horses, 15.1 hands and under—First, William George Foster's b. m. Sporting Duchess; second, William George Foster's b. g. Prince William; third, James A. Farrell's ch. m. Alda.

Class 2—Saddle horses, 15.2 hands and over—First, H. L. Pratt's br. m. Duchess; second, Mrs. C. F. Hubbs's br. g. Perhaps; third, Charles F. Cortledge's b. g. Night Rider; fourth, H. P. Walles's blk. g. Huzzar.

Class 8—Single novice harness horses—First, William George Foster's b. g. Prince George; second, Miss Beatrice Barnes's b. m. Frivol; third, William George Foster's b. g. Prince William; fourth, Mrs. Thomas F. Rochford's br. g. Robin Hood.

Class 3—Combination horses, riding and driving—First, Mrs. C. F. Hubbs's b. g. Perhaps; second, Charles F. Cortledge's b. g. Fincastle; third, Miss Emily H. Bedford's ch. g. Bob; fourth, James A. Farrell's ch. m. Alda.

Class 6—Ladies' hunters, ladies to ride; six jumps; three at 3 feet 6 inches and three at 4 feet—First, Allan Pinkerton's ro. g. Toxi; second, Miss Tillie Maxwell Whiting's b. g. Orphan; third, Allan Pinkerton's gr. g. Highball; fourth, Miss Emily H. Bedford's br. m. Trousseau.

New Golf Association for Pennsylvania

PITTSBURG, Dec. 26.—After a meeting of the executive committee of the Western Pennsylvania Golf Association this afternoon it was announced that plans were under way for the formation of a Pennsylvania Golf Association which will unite all the crack clubs of the State and will do away with the Philadelphia Golf Association. W. P. Smith and Harrison Townsend of Philadelphia are among those pressing this move and it is admitted that the new Pennsylvania Golf Association will take the place of the weaker Philadelphia association in playing annually against the Metropolitan Golf Association and Massachusetts association for the Leslie cup. The Philadelphians admit that the New Yorkers have been winning with a regularity that is discouraging, but with such cracks as Moorehead, Ormiston, Byers, the Bownes family, &c., to draw from they think Pennsylvania can make a hard fight. Seven crack clubs will go into the new organization from this end of the State.

Billiards.

Three games were played last night in the team tournament at three cushion caroms at Daly's Broadway Academy. In the first game Thompson and Preston beat Harris and Diaz, 20 to 17. In the second game Harris and Diaz won from Nolan and Evans, 20 to 8. Nolan and Evans won the last game, defeating Thompson and Preston by a score of 20 to 17.

INTERSCHOLASTIC SPORT

TRACK TEAMS IN TRAINING FOR THE CHAMPIONSHIPS.

The Squads Are Composed of Fast Men and All Indications Point to a Good Meet in January—Erasmus Hall Team in Fine Form—Class Athletics.

All the energy and interest of the several high schools track teams is now being centred in training for the indoor championships which will take place on January 23. In each school several boys have been selected for each event and they are receiving the greater part of the coaches' attention in order to round them into shape. It takes a very skilful and experienced coach to place his men so that they can win the greatest possible number of points. The individual has to be sacrificed to the general interest of the school, and in the case of two evenly matched teams it is the trainer who displays the more skill in this way that wins out in the end.

At present the greatest interest is being taken in the relay races, which, however, probably will not be run off at the same time as the other events, for the reason that they take up so much time that the meet could not be finished in one evening. The several relay races for high schools which have been held in connection with recent indoor meets have served to give some idea of the merits of the various teams, and among them the Erasmus Hall combination looms up very strong. At the games of the Second Naval Battalion on December 19 this team defeated Manual Training and Commercial High School in a fine race. Several high school track meets will be held before the championships, and these will also enable the enthusiasts to get a line on the condition of the teams.

The 120 pound relay team of Morris High is composed of Tindel, Bennet, Bahr and Robinson, who won the race for their class at the Thirteenth Regiment games. Yule and Hands are doing over 38 feet in the shotput, but this is more than three feet under the distance with which Samuels of De Witt Clinton won that event last year, and it probably will take more than 38 feet to land first place in the coming game. Samuels is dead and the others who took places in the weight events last year are no longer in school, so the shotput is open to newcomers. Braisted, the holder of the quarter mile record at Morris, who has been kept out of athletics for several months because of his studies, will be eligible to run in January. He has been elected manager of next year's football team. Nixon, the star quarterback, is taking the hurdles in great style and he has given up basketball in order to train for this event. Eustis, although he is a fast man over the sticks, does not quite come up to Nixon. The former will look after the low hurdles and Nixon the high.

Blum, Baloin and Robinson are Morris's fastest men in the sprints. Blum finished second to Cozzens of Manual when the latter won the 220 yard run in the last indoor championships and Baloin was second to Sanford of Manual in the 100 yard run at the same games, defeating Cozzens, who was third. Traeger is clearing 5 feet 6 inches in the high jump, which is one and a half inches better than the jump with which Rosenberg of Morris broke the record last January.

The strongest part of Erasmus Hall's team is the mile relay, which is made up of S. Brierton, Floyd Youngs, O. DeGrouchy, Fred Moe and Dan Whitney. Whitney is the holder of the indoor half mile championship, which he made with 2 minutes 6 3-5 seconds. The half mile is his best distance, but he is also far above the average in the quarter. Both Whitney and Brierton ran on the Erasmus relay team last year. Floyd Youngs was formerly one of Manual Training's star athletes, and besides being a member of the championship relay team is the champion miler of the P. S. A. L. He went to Erasmus last spring. De Grouchy took second place in the last P. S. A. L. cross-country championship run. All these men will also run in the other track events in the championships, and it would not surprise anybody if Erasmus carried off the greatest number of first places if not the championship.

Whitney will run in the half mile, Brierton in the quarter mile and Youngs and De Grouchy in the mile. Hickson is reasonably certain of taking a place in the high jump and Crump and Stalman will be entered in the junior dashes.

The Commercial High School team is training in the school gymnasium and a large squad is out. The track team never has had the support of the student body to the same extent as football and baseball, and in order to stimulate interest in the sport a set of games confined to the members of the school is held each term and medals are presented to the winners. Last Wednesday medals were presented to the following boys: Friedlander, Terry, Goldstein, Sommergrade, Hausman, Phillips, Bernstein, Bieber, Gukerman, Zwieben, Thompson, Firth, Mosher, Ziegler, Cooke and Hodes.

The 120 pound relay team consisting of Friedlander, Gates, Thompson and Terry, is the fastest in Brooklyn and is expected to take first place in the championships. The school as yet has no senior relay team, but the outlook for one is good with Teevan and Schum, the two quarter milers, running in good form. In the sprints there is a long list of names and that of Friedlander, who is said to be doing better than 11 seconds, is the most prominent. The sprinters are Friedlander, Teevan, Reynolds, Rubenstein, Gates, McLeod, Goldstein, Halligan, Van Campen, Terry and Terry.

For the mile and half mile are Ziegler, Hard, McCreedy, Vessie, Foster, Ward, Weiss and Hill. The school has two good hurdlers in Schum and Terry. Houseman, Van Campen and Koster are the high jumpers, and Houseman is said to be good for 5 feet 5 inches. Phillips, Fraser and Teevan are practising with the shot.

From the younger boys Coach Taylor has picked the following squad for a 100 pound relay team: Summergrade, Zweiben, Bieber, Zuckerman, Bernstein and Engle. It is the intention of Manager Terry to enter the whole team in the championships.

The Stuyvesant High School Athletic Association will hold its fourth annual track meet in the Seventy-first Regiment Armory on January 16. A good programme has been arranged and a large list of entries is expected. Among the open events will be a one mile relay race for high schools, and a 70 and 115 yard run for elementary schools. A basketball game will be played between the Stuyvesant team and one from some other school.

Brotherton, Litwin and Marshall, three members of Stuyvesant's champion 100 pound relay team, are eligible to run again this season and there is plenty of material from which to pick the fourth man. The half mile heavyweight relay team has won several first places recently and should be in good shape for the championships. It is composed of Mason, Farrington, Gurth, and Crippen. The mile relay team has not yet been selected, but the squad is hard at work and contains some good men, such as Fountain, Gurth, Farrington, Hunter, Goldstein and Crippen. The best jumper in the school is Hanson, and with him are Hunter and Masson.

De Witt Clinton has one of the best teams in its history if the reports concerning it are true. In the mile are MacDonald, Levin, Reichman and Slattery, all of whom are capable of doing the distance in 5 minutes 10 seconds. MacDonald took seventh place in the cross-country championships and won the mile in the De Witt Clinton interclass games in 5 minutes 10 seconds. Of the half milers, Vogel, Slattery, Levin and Robb, the first is good for 2 minutes 6 seconds. In the 440 yard run are Spates, Borgman, De Castro, Gilbert, Thomas, Feigers, Dexter and Robb. Their time for the quarter is around 54 and 55 seconds. Guiert, Williams, Archer, Strauss, De Castro and Borgman are candidates for places in the 100 and 220 yard runs.

Ohler is reported to be doing 5 feet 9 inches in the high jump in practice, but he never has come up to this mark in open competition. Borgman runs the 220 yard low hurdles in 26 seconds. The relay teams will be picked from the half and quarter milers.

The Eastern District track team is rapidly rounding into form. The most promising men in the sprints are Phil McCaffrey, Buermann, Kurz, Frey, Levine, Earle and Donnelly. Wright, Michael McCaffrey, Wilson, Luft and Marsland will take care of the longer distances and Freemnick, Levy, Hill and Schaefer will be depended on for the field events. The mile relay team will be made up of the McCaffrey brothers, Buermann, and a fourth man chosen from Wright, Kurz, Wilson, Frey, Carroll and Domico.

Great improvement and a growing interest in athletics is shown on the part of the elementary school boys of the greater city by the results of the class athletic competitions which were given out last week.

The boys of the four highest classes in each school are entitled to compete in the contests, which in this case were confined to the standing broad jump, and a trophy is awarded to the class attaining the highest average in each borough. The records show that the number of boys who entered the competition this year is much larger than the total number last year and the results are better. Richmond Borough entered for the first time. The summary:

Manhattan—Fifth Class—Won by Public School 7, with an average of 5 feet 10.9 inches; Sixth Class—Won by Public School 7, with an average of 6 feet 4.4 inches. Seventh Class—Won by Public School 77, with an average of 6 feet 8.9 inches. Eighth Class—Won by Public School 77, with an average of 6 feet 10.6 inches.

Richmond—Fifth Class—Won by Public School 23, with an average of 6 feet 3.7 inches. Sixth Class—Won by Public School 23, with an average of 6 feet 2.8 inches. Seventh Class—Won by Public School 23, with an average of 6 feet. Eighth Class—Won by Public School 23, with an average of 6 feet 10.5 inches.

The Bronx—Fifth Class—Won by Public School 32, with an average of 6 feet 1.2 inches. Sixth Class—Won by Public School 32, with an average of 7 feet .8 inches. Seventh Class—Won by Public School 32, with an average of 7 feet 1.6 inches. Eighth Class—Won by Public School 32, with an average of 7 feet 7.8 inches.

Queens—Fifth Class—Won by Public School 78, with an average of 5 feet 8.9 inches. Sixth Class—Won by Public School 78, with an average of 6 feet 3.5 inches. Seventh Class—Won by Public School 35, with an average of 6 feet 8.4 inches. Eighth Class—Won by Public School 7, with an average of 6 feet 10.2 inches.

Brooklyn—Sixth Class—Won by Public School 26, with an average of 6 feet 6.3 inches. Seventh Class—Won by Public School 119, with an average of 6 feet 6.1 inches. Eighth Class—Won by Public School 100, with an average of 6 feet 11.9 inches.

Baseball Notes.

The esthetic taste of President Taylor of the Boston Americans has rebelled and the shirts of his players no longer will be adorned with red sox. The only wonder is how they stood the ugly insignia for a year.

Jack Dunn, Jimmy Sebring, Bill Dahlen, Jimmy Ryan, Harry Lumley and Jimmy Collins—that isn't the nucleus for a new ball team, only the manager of the Brooklyns for next season.

In a letter from Japan Pitcher Bill Burns says: "If Cantillon keeps Ganley there is not enough money in Washington to make me play there." And the Treasury's in Washington too.

BASEBALL AND FOOTBALL.

Matters to Come Up at Annual Convention of I. C. A. of the U. S.

The Intercollegiate Athletic Association of the United States, of which Capt. Palmer E. Pierce, U. S. A., now stationed at Fort Leavenworth, is president, will hold its third annual convention in the Murray Hill Hotel next Saturday. It was this association which was instrumental in the reconstruction and enlarging of the football rules commitee, it appointing a committee which amalgamated with the old committee, the amalgamated body then revising the playing rules and forming the present rules of the game. Football and baseball will be prominent in the discussions at next Saturday's meeting, and it is quite likely that the same members which now represent the association on the football rules committee will again be appointed.

There will be two sessions. In the morning there will be addresses and a debate. The debate will be on a subject of leading interest, viz.: "Any student in good collegiate standing should be permitted to play in intercollegiate baseball contests." Prof. Judson P. Welch of the Pennsylvania State Agricultural College and Prof. W. E. Metzenthin of the University of Texas will speak in the affirmative and the speakers in the negative will be Prof. E. G. Bartlett of Dartmouth and Prof. A. A. Stagg of Chicago University.

The morning programme also includes addresses by Capt. Pierce on "The Intercollegiate Athletic Association of the United States"; by Prof. Chester Lamed of the United States Military Academy on "Athletics from a Historical and Educational Standpoint"; by Prof. C. A. Waldo of Purdue University on "Proper Control of Collegiate Athletics," with a discussion to follow; and by R. B. Hyatt of Yale on "Basketball, a Historical and Critical Sketch."

In the afternoon there will be reports by the football, basketball and summer baseball committees and other committees, election of officers and other business. The following amendment to the constitution will be presented for adoption: Two or more colleges or universities may, with the consent of the executive committee, maintain a joint membership and be represented by one delegate. This delegate shall be entitled to one vote only. It is desirable that application for joint membership be made to the president or secretary at least one month before the date of the annual convention.

The announcement of the convention contains the following paragraphs:

Your attention is called to the fact that this body is not organized as a governing athletic association for all institutions in the United States. The country is thought to be too large for this to be successfully done by a single organization. Rather we are encouraging the formation of local associations in order that local conditions may be met and all difficulties to a wise control of student athletic activities overcome.

The function of this association is largely educational and directive. Some day it may become a governing body, but if so it will be by a process of evolution. At present it is doing an immense service by its educational campaign for clean sport and proper control and by the support of representative rules committees.

ASSOCIATION FOOTBALL.

Crescents Beat Bensonhurst Field Club 5 Goals to 3.

On grounds that had greatly improved over night, making good combination work feasible, the association football team of the Crescent Athletic Club of Brooklyn took the soccer eleven of the Bensonhurst Field Club into camp at Bay Ridge by the score of 5 goals to 3 yesterday afternoon. Two goals were scored in the first half, both being credited to the Crescents, thanks to shots put through by W. F. Jackson, who figured in the centre. In both instances Jackson received reliable support from his colleagues in the forward line. The Half Moon players thus led by the score of 2 goals to 0 at the close of the half.

W. Harland at inside right increased the lead of the home team by the addition of a third goal, following which J. G. Titley, inside left for the visiting eleven, negotiated one that proved too much for Goalkeeper Armstrong. Harland thereupon made good once more and H. J. Charlwood, who had changed into the forward line for the second period, sent in a sizzling one for the Crescents' fifth goal. Titley managed to contribute one more to the Bensonhurst total before the call of time. The work of the Crescent forwards when they got into action in front of their opponents' goal was invariably effective, and the consistent service of the halfbacks contributed much to their success.

Unmindful of the snow covered grounds, elevens representing the Brooklyn and Zingari football clubs met at Marquette Oval in Brooklyn yesterday afternoon and the result was in favor of the former by the close score of 4 goals to 3. The end of the first half found the score even at 2 points each, Milne and Watts having tallied for the Brooklyns and Stiles and Maskell for the Zingari. After the restart Milne and Maskell each made an additional goal for their respective sides and Goodman, late of the Camerons, shot what proved to be the winning goal for the Brooklyns.